AGEAT INDIANAPOLIS JOURNAL-

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LOANS-Money on mortgages. C. F. SAYLES, 127 East Market street. LOANS-On city property; 5% per cent.; no commission; money ready. C. N. WILLIAMS CO., 319 Lemcke building STORAGE.

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WANTED-SALESMEN.

WANTED-An expert salesman to handle John L. Stoddard's complete life work. Special Address (do not call) L. H. BUCKLEY, party. Address (do not call) L. H. B. Mgr., Bates House, Indianapolis, Ind.

WANTED-MISCELLANEOUS. WANTED-Tobacco users to use Lorene Tobacco Cure. Results guaranteed. LORENE CURE,

FOR RENT.

FOR RENT-Modern house; Lath, closet, furnace for coal. Inquire 255 North Pennsylvania

WANTED-MALE HELP. WANTED-Men to learn barber trade. Can earn

arship, board, tools and transportation; special November offer; only two months re-quired. Apply by mail, MOLER BARBER COL-LEGE, Chicago, Ill. WANTED-For U. S. Army: Able bodied un married men between ages of 21 and 35; cititemperate habits, who can speak, read and write English: Recruits are specially desired for serv-ice in Philippines. For information apply to Re-cruiting Officer, 25 N. Illinois street, Indianapo-its, Ind.

NOTICE.

of Dentistry, southwest corner of Ohio and Illi-nois streets. No charge, except for cost of ma-lerial. WANTED-Dental work free at Central College

SEALED PROPOSALS.

DEPOT Q. M. DEP'T, Jeffersonville, Ind., Nov. 7. 1900.—Sealed proposals, in triplicate, will be received here until 10 o'clock a. m. (central tandard time). Dec. 6, 1900, for making changes in buildings at Jeffersonville Depot. The United states reserves right to reject or accept any or all proposals or any part thereof. Information furnished on application. Envelopes containing proposals should be marked "Proposals for Alterations and Repairs," and addressed C. R. BARNETT, Deputy Q. M. General.

NOTICE TO BIDDERS.

Sealed proposals will be received by the trusis, Ind., up to 10 o'clock a. m., Dec 5. 1900, for the erection of the hospital for the sick insane at the Central Indiana Hospital for Insane. Plans and specifications are on file at the Central Indiana Hospital for Insane and at the office of Adolf Scherrer, architect, Indiana Trust Company building, Indianapolis, Ind. The board reserves the right to reject any or all prosals. By order of the board of trustees.

> THE COURT RECORD. SUPREME COURT.

Minutes. C. Apple, assignee, etc. et al. Smith, trustee, et al. Marion C. points for oral argument. 35. Marshall P. Hollingsworth, administrator, vs. the Chicago, Indianarolis & Louisville Railway Company. Clark C. C. Appellee's petition for extension of time, etc. 19319. Chicago & Southeastern Railway Com-pany vs. Robert J. Glover et al. Madison C. C. Appellants' reply brief.

19190. Edward A. Shedd et al. vs. James A. Webb et al. Lake C. C. Appellants' additional brief (10).

439. Martin L. Young et al. vs. Thomas Stevens et al. Wayne C. C. Appellees' of (J. and S.), and appelles' brief (White-James H. Matchett vs. Peter Knisely Marshall C. C. Appelles' brief (8). Samuel R. Alden et al. vs. Martin 19377. Samuel Trittipo vs. W. Trittipo. Ham-lton C. C. Appellant's reply brief (8). 19147. Delia M. Studabaker vs. Board of Comers of Wells county. Wells C. C. petition for certiorari. Notice for

366. Mathis Kochler vs. Fredericke Tueb-Lake C. C. Appellee's brief (6). David B. Butler vs. Dorcas S. Butler. Dismissed under Rule 20. APPELLATE COURT. Minutes. Frederick Marchal vs. Indianapolis

diway Company. Marion C. C. Ap-

3333. James A. Pritchett vs. C. Lewis Ahrens et al. Tippecanoe S. C. Appellant's reply brief. Appellee's brief. Grand Rapids & Indiana Rallway Comany vs. Ellsworth S. Petit. Allen C. C. Apelice's brief (7). 3332. Chicago & Southeastern Railway Company vs. Andrew J. Adams. Boone C. C. Ap-William H. Jones et al. vs. Lettle Austin. De Kaib C. C. Appellee's brief. 3400. I. L. Rader et al. vs. Martin C. Sheets. De Kalb C. C. Appellee's brief. NEW SUITS FILED.

Michael Cruse et al. vs. Joseph L. Hughey et al.; mechanic's lien. Superior Court. Room 2. Mattie M. Bird vs. Ed G. Bird et al.; divorce. Circuit Court.
Thomas M. Dain et al. vs. John Fremont Frey et al.; to quiet title. Superior Court. SUPERIOR COURT.

Room 1-John L. McMaster, Judge. Peyton Walters vs. Mary Walters; divorce.

Room 3-Vinson Carter, Judge. Dwight Frazer et al. vs. Gustan Baumgart Mechanic's lien; taken under advisement.
Nora Coasison vs. Home Benefit Association
Policy: judgment on verdict against defendant
for \$50.74 and costs. judgment on verdict against defendant State of Indiana ex rel. Riverside Construction

Company vs. Eudorus M. Johnson, city con-troller. Mandate; Judgment on demurrer against plaintiff for costs. CIRCUIT COURT. Henry Clay Allen, Judge.

William W. Low et al. vs. Albert B. Cole Submitted to court; evidence heard; Edgar C. Wilson vs. Hervey D. Vories; on Submitted to court; evidence heard; arguments had; finding for plaintiff; judgment lefendant for \$50 and costs. Jesse Warrington vs. Sophia E. Rhodes et al. to quiet title. Receiver files final report; ar proved and receiver discharged; plaintiff dis-misses cause; cross-complainant Milton L. Cox nisses his cross-complaint; by agreement dement vs. plaintiff for costs. Margaret Dyar vs. Emery L. Ballinger: on note; submitted to court. Finding for plaintiff; judgment vs. defendant for \$128.77, including atorney's fees, without relief and costs.

CRIMINAL COURT. Fremont Alford, Judge. nent in State prison for one to thre

John Tanney: grand larceny. Withdraws plea of not guilty and pleads guilty to petit larceny John Harrison; failure to send child to school Appeal from Justice Stout; finding not guilty. Bert Moore; grand larceny and receiving stolen Withdraws plea of not guilty and pleads. uilty to receiving stolen goods; sentenced to

se for nine months. Frank McGarrahan; grand larceny. On for reer plea of guilty sentenced to reform school.

Death of a Valuable Yearling. LEXINGTON, Ky., Nov. 25.-A yearling self-brother to Tommy Atkins, by Dr. Mcbride out of Quesal, recently purchased from B. J. Thomas, of Lexington, by A. Featherstone, of Chicago, for \$7,500, died to-day of pneumonia at Kenmore farm.

ALL LINES SHORT OF CARS

TONNAGE INCREASE LIMITED ONLY BY EQUIPMENT TO MOVE IT.

Panhandle Passenger Equipment to Be Lettered "Pennsylvania Lines" -Locomotive Works Busy.

The train records show that in the week ending Nov. 24 there were received and forwarded at Indianapolis a total of 25,940 cars, 20,888 being loaded, against 20,295 loaded cars in the week ending Nov. 17, against 22,043 in the corresponding week 1899, and against 20,721 in 1898. To say that every locomotive and car fit for service is now in use is no exaggeration as regards any Indianapolis line. The fact is that the business has gone entirely past the ability of the roads to handle it, and freight men are urging shippers to be patient and supplying each shipper with a small per cent. of the cars his business compels him to have. Business has so increased that the thousands of new cars purchased within the last two years are lost sight of in the rush. Car tracers are on the alert, and the shipper who is slow in unloading cars is soon looked after. But shippers are inbeen a time when cars were loaded or unloaded with more promptness than at present. The pressure for cars is more of a local character than usual. Bountiful fruit and vegetable crops, a heavy coal movement and unusually large shipments of dressed meats and live stock are pushing local lines to furnish cars. Freight houses and bulk tracks are becoming crowded with freights awaiting shipment, and the power, notwithstanding the fact that it has been increased to a greater per cent. than that of cars, is inadequate, and the roads in Central Traffic Association territory are good pay. Permanent position to the right | At the shops of the various companies more men are employed than in any former year

> such emergencies as the present. The table below shows the number of loaded cars handled at this point for the week ending Nov. 24 and for the corresponding weeks of 1899 and 1898: Names of Roads. ., I. & L..... 621 ., H. & D.-Ind'polis div.. Penn.-I. & V..... Penn.-J., M. & I..... Penn.-Chicago div. 673 Penn.—Columbus div. 2,004 2,187 Vandalia 2,275 2,541 2,375 P. & E.-East div..... 807 P. & E.-West div..... 904 Big Four-Chicago div..... 2,114 3,372 2,150 Big Four-Cincinnati div.. 2,530 3,129 2,233 Big Four-St. Louis div... 2,375 Big Four-Cleveland div., 2,794 2,504 2,105 Empty cars 5,052 5,791 4,893 Total movement25,940 27,834 25,614

A Closer Affiliation Evident.

In company with a recent order from Pittsburg headquarters having particular reference to passenger equipment the phrase, "Pennsylvania lines," will come prominently into use as a signboard along the top of coaches, and as a result "Pittsburg, Cincinnati, Chicago & St. Louis Railway" will pass into memory. As fast as the cars for the Southwest system come in for repairs, which is as soon as they can be spared from the service, they are being marked Pennsylvania lines, and the new ones being built are lettered the same way. As yet the only evidence of this plan are to be seen at one of the large shops of the lines west of Pittsburg, Columbus, the main shop, or Indianapolis and Logansport, where light repairing is done. The only exceptions to be made to the rule are special cars Nos. 37, belonging to Vice President James McCrea, and 38, belonging to General Superintendent J. F. Miller. At the same time coaches are being shopped for this purpose and repair, another great improvement is being made. All passenger engines and passenger cars are having heavy chains placed at each end for safety in the event of a coupler breaking or coming uncoupled. The plan is to universalize the naming of all equipment on the lines of the company, which in a number of cases may be correctly interpreted as a closer affiliation of the smaller

Locomotive Works Busy.

William Garstang, superintendent of motive power of the Big Four, who in his official capacity has of late visited sevcomotive builders are looking forward to a very busy time, as many of the roads are in need of additional motive power, having refrained from placing orders until the result of the election was known. A member of the Baltimore locomotive works. speaking of their prospects, said they had not been so bright for many months. As for the outlook from abroad, he said the prospects from that source were not so encouraging for two reasons-one of them was that the prospective demand for locomotives for American railways naturally tended to advance the prices of material and as a consequence the cost of a locomo tive itself. This increased cost tended to lessen the advantage the American locomotive builders have in competing with those abroad. The other was that prompt delivery, which had been an important point in favor of American builders, could not be made by reason of the large home orders, and would tend to the placing of orders by foreign roads with the home

Belt Road Traffic.

In the week ended Nov. 24 there were transferred over the Belt road 18,810 cars. Belt road engines handled at the stockyards 1,712 carloads of live stock, and for private switches on its line 1.175 cars.

Personal, Local and General Notes. W. E. Hyatt has been appointed agent of the Lake Erie & Western road at Fos-

toria. Henry M. Steele has been appointed chief engineer of the Central Georgia, succeeding William Hunter, deceased. The Chicago & Grand Trunk systems Michigan and Indiana will hereafter be known as the Grand Trunk Western Rail-

The Chicago & Alton announces that it has discontinued the Union News service on all trains and will allow no agency the privilege of doing business on trains. J. C. Mebane, who formerly represented the Illinois Central at New Albany, has been appointed contracting agent of the Blue Ridge Dispatch, with office at Philadelphia.

George Boutillion, of the Pittsburg division of the Panhandle, has been transferred temporarily to the Indianapolis and Richmond division as engineer of maintenance of way.

With recent acquisitions the Pennsylvania now leads in mileage the Vanderbilt system by forty-three miles, operating 10,473 miles, the mileage of the Vanderbilt lines being but 10,430. Robert M. Charles, of the enginering department of the Pennsylvania's Richmond

division, has been appointed assistant engi- to commit a felony. The old distillery, neer of maintenance of way of the Cleve- | near Riverside Park, which was recently land-Pittsburg division. It is stated that as a result of the tour f inspection made by the Pennsylvania directors recently over the Chesapeake &

coal properties of the two companies in West Virginia.

Officials of the Chicago, Burlington & Quincy are at work on a new book of rules. It is stated that the alterations will in some instances be so radical as to cause surprise among the employes. Fostoria, O., has become an important point on the Lake Erie & Western and the

company is enlarging its yards at that point and making other improvements necessary to handle the increased business. H. H. Marley, Southwestern passenger agent of the Michigan Central, who, when on a trip to New Mexico, was suddenly taken ill and serious results were feared,

has recovered and returned to his head-The pension plan which becomes effective on the Pennsylvania lines west on Jan. 1 will retire many conductors, engineers, employes in city yards, roundhouses and

bridge men, making room for numerous The Big Four has issued envelopes that are very attractive. They are issued by the passenger department to advertise the Pan-American Exposition. On one side is

a Buffalo head, under which one reads the The Pennsylvania Company to-day puts on its new fast passenger train between Chicago and Pittsburg, which is to cover

including all stops. The Wabash Railway Company loosing Fort Wayne getting another line through the building of the Fort Wayne & Butler road. Fort Wayne territory is too valuable

don it. Chairman Goddard, of the trunk line executive committee, will appoint a commiton good authority that there has never the interchange passes to employes, requiring employes to pay a rate of 1 cent

> pleted its new line from Allendale, S. C., to Hardyville, and passenger trains will be running over the new route on Dec. 1, which will give the Southern a fifty-mile shorter route to Savannah than it now General Superintendent Blodgett, of the

> Lake Shore and Lake Erie & Western lines, spent the latter part of last week inspecting the Lake Erie & Western, visiting Michigan City among other places, to look after contemplated improvements at It is stated that the new purchasers of

urging locomotive works to fill their orders. | bond the road for \$10,000,000-\$5,000,000 less | dated and dangerous trails, often impassabeen carried-and will continue the policy | rential. in November, and in many cases working | by Receiver Jarvis.

Both the Chicago, Indiana & Eastern over time. The wet weather last week checked the grain movement somewhat, but and the Cincinnati, Richmond & Muncie this did not much relieve the situation, as | are asking subsidies from Marion, Ind., to box cars are now being used for classes of | extend their lines through that place, and freight for which it is unusual to employ it has been suggested that both votes be them. At the city freight depots, extensive taken on the same day, but one of the companies opposes this plan. as they are, there is complaint of a congestion of business, and there has never

The roads in Central Traffic Association been a time when the roads were in such territory are employing a good many new a plight as to supply of rolling stock. men for the winter season. Employes on Meantime earnings are so satisfactory that the trains must not be over thirty years of the Big Four, the Cincinnati, Hamilton & age. Their eyes are tested as to color Dayton and the Pennsylvania lines are blindness, and in employing firemen a cerplacing orders for new equipment to meet tain weight and height is required. Although the Panhandle has expended

arge sums of money in getting its main line into condition for faster time, the management has decided to make no changes in train schedules until the spring time tables take effect. Then schedules will be shortened between St. Louis and Pittsburg considerably, as the improvements on the Vandalia as well as the Panhandle admit of faster time.

There are now but two twenty-four hour trains between Chicago and New York one the Lake Shore, the other the Pennsylvania route. Should the Wabash make the same time doubtless the other lines would cut their time to twenty-two hours, which it is said the new large passenger engines could readily accomplish. On several occasions ordinary passenger engines have covered the distance in twenty-two hours with three or four cars.

Representatives of Western roads report that traffic is rather on the increase than diminishing. The merchandise movement west-bound is much above the average for November. Merchants in the West, since the election, are buying quite extensively, restoring their depleted stocks, and these goods are now being shipped. All cars on the coal-carrying roads are being utilized. and with all lines the rush of coal is the largest in the history of the business. Representatives of roads south of the Ohio river report the state of affairs much the same in that territory as north of the

At a recent meeting of the general baggage agents a new set of rules was adopted governing the handling of baggage cars in connection with small parties, more especially theatrical business. The new rule says that when a company makes two stops on a certain line the minimum charge shall be \$25, or \$12.50 for each stop, but if the company makes three or more stops the minimum charge will be \$10 for each stop. Nothing was said at the meeting about the abolition of brass checks for baggage, the wisdom of a change to card checks being questioned by some of the older of the baggage agents.

HIGGINS IS CONFIDENT.

But What He Bases It On No One Seems to Know.

Councilman John M. Higgins, who was convicted on a charge of soliciting a bribe iail, is confident that he will get a new trial. On what grounds he hopes to get the death of the explorer's mother about this consideration he will not say, but three weeks ago." he intimates by his demeanor that his atterneys have a card to play that will aceral locomotive works, states that the lo- | cutor Pugh is just as confident that his motion for a new trial, which will be filed this week, will be overruled by Judge Alford, of the Criminal Court. In that event the case will be appealed to the

Supreme Court. Should the case be taken to the Supreme Court Higgins will be compelled to remain in prison for several months at least until a ruling is made. With the overruling of a motion for a new trial by Judge Alford a commitment will be made out and he will be sent to the penitentiary to await the decision. Then, if the Supreme Court holds that he is entitled to new trial he will be returned and released on bond until the second hearing. Ex-Prosecutor Pugh says he will stay with the Higgins case until there is a final decision, and will fight the motion for a new trial, both in the Criminal and Supreme

PERSONAL AND SOCIETY

Mr. and Mrs. Thomas G. Harrison are spending the week in Chicago at the Vic-Miss Florence Selig has gone to St. Louis for two weeks. She will spend the winter in the South, visiting in Fort Worth, Dallas and San Antonio, Tex.

Mr. and Mrs. Alfred Hovey, of 3012 North Meridian street, have issued invitations for two card parties, Wednesday, Dec. 5, at and 8 p. m., in honor of Miss Georgia Hovey and Miss Leo Hovey, of Buffalo, N. Y., and Mrs. Edward Lewis Feidler, of

Terre Haute, Ind. Kellar at the Zoo.

Kellar, the magician, visited the Zoo last night, and several connected with the management thought it would be a favorable opportunity to show the slight of hand performer a few tricks foreign to his repertoire. First an effort was made to induce him to enter the lions' cage with the trainer. He said a lion's cage was out of his jurisdiction and declined. Then a baby lion was thrust between his legs from behind. The magician looked at the baby lion a moment and stepped back. Then he caught hold of it, holding it in front of him so that its four legs could not come in contact with face or shirt front. Next a white rat was apparently pulled out of his pocket, when he said: "Ah, I see; you are having fun with the 'professor' to-night."

Charge Against William Acker. William Acker, of 719 Maxwell street was arrested yesterday by Detectives Asch ceny and entering a building with intent purchased by John J. Cooper at a delinquent tax sale, and then placed under government seal was broken into, the federal seals being destroyed, and all of the cop-Ohio road and the Norfolk & Western \$10 .- | per in the stills taken. A portion of the copper, about 200 pounds, has been lo-000,000 to \$12,000,000 will be expended in copper building short branches and developing the cated.

TANGLE IN PORTO

ARCHIVES OF THE ISLAND IN A DIS-ORDERED CONDITION.

Spaniards Were Careless and Ownership of Land Is Hard to Determine -W. H. Elliott's Report.

WASHINGTON, Nov. 25 .- The commissioner of the interior for Porto Rico, William H. Elliott, in his annual report to the secretary of the interior, says that the most expert manipulation as well as detective ingenuity will be needed to untangle the mass of cross titles, duplication and lapping of grants and concessions and unauthorized occupation of public lands in the interest of the favored few. The the distance between the two cities, 468 archives of the island were found in a miles, in twelve hours and thirty minutes, cases never have been closed and are in the faimous Eel River road case insures | mixed with those disposed of. Rearrangeto the Wabash for that company to aban- of Porto Rico governors and captains gen- that he was ignorant of the wording of the grants of land. Grantees appropriated tee to confer with one representing West- land in excess of their original boundaries clined to help the railroads, and it is stated ern roads on the proposed restriction of are their successors claim ownership Many grants were abandoned. In numerous instances intruders took possession. Prior to American occupation the Span-The Southern Railway Company has comish government ordered a careful listing of real property in each municipality but either because of the expense or for po litical reasons failed to execute the work. This listing, according to the commissioner, must be accomplished before the definitely determined.

The first great crying need of Porto Rico the report says, is good roads. At the time of the American occupation there was only one really good road, that from San Juan to Ponce, and most of the island was and practically remains without other means of reaching a market or communithe Louisville, Evansville & St. Louis will cation between towns than over dilapi than the bonded indebtedness that has ble for days, as all streams there are tor-The productiveness of the soil of improvement inaugurated on the road is so great and the necessities for existence so inexpensive that people can and do live and multiply in mountain districts, but remain forever poor and ignorant. Permanent roads, it is predicted, will work out the sadly needed reforms in education The commissioner proposes to suggest to enough to build the most needed roads at

The report of the president superior of the Board of Health of Porto Rico says the number of true lepers in the island probably does not exceed one hundred, and it is believed that the disease can be totally exterminated in a few years by careful segregation of every case as it is discov-

NEWS FROM LIEUT. PEAR'

EXTRACTS FROM LETTERS RE-CEIVED BY EXPLORER'S WIFE.

He Expected to Finish His Work Last Spring and then Return-Mrs. Peary at Disco on Aug. 20.

NEW YORK, Nov. 25.-Herbert L Bridgeman, secretary of the Peary Arctic Club, to-night gave out extracts from letters received by Mrs. Peary from her husband, Lieutenant Peary, the Arctic explorer. Mr. Bridgeman says:

"The accompanying extracts from letters from Lieutenant Peary, directed by him to his wife at her family residence in Washington, contain the first direct information from Peary, the Arctic explorer, since Aug. 28, 1899. Mrs. Peary's family forwarded them to me. Mrs. Peary left Sydney, Cape Breton, on July 20, with her daughter to join her husband at Etah, Greenland, on the Windward, Capt. Samuel Bartlett. She last was reported at Disco, Greenland, on Aug. 20 last. These letters of Peary's were carried by natives to the camp of the Stein party at Cape Sabine, and thence conveyed to Cape York by Dr. Kahn, who boarded the steam whaler Eclipse on June 9 and was landed by her at Dundee, Scotland, on the 9th inst. It is an interesting fact to note that the lieutenant has not the slightest knowledge that his wife and daughter are on their way to meet him. And on the other hand, abouts in the ice regions. It cannot, in fact, be even predicted just how soon she herself is likely to be heard from. Neither Mrs. Peary nor her husband is aware of

Following are the letter extracts furnished by Mr. Bridgeman "Fort Congo, Lady Franklin Bay, March 31, 1900 .- Just a line to go down to a whaler by returning natives. I arrived here at midnight of the 28th, twenty-four days from Etah. Six and one-half days of this Etah with natives before we arrived here. The journey was a tedious one, owing to the way, but I had an ample number for the work ahead. Twenty-one musk oxen were killed in sight of the fort the day before I arrived; we have an abundant supply of fresh meat. After resting and at the fort hunting. I am in good condition and the journey shows me that I am myself again. If I do my work this spring I shall come back and hasten down to meet the ship and turn back with her. hope to write again by natives, when shall send back from some point up the Greenland coast. Dr. Didnick wishes to be remembered."

D'Urberville, Grinnell Land, fully. My feet have given me very little progressing satisfactorily. and the doctor are ahead with two other and the other independent A transfer sysdivisions-all on the way to Conger. All tem will be arranged to suit the two locals, but a few of the natives will return at for the convenience of members when once from there, leaving a few with me. | changing positions. shall push on from Conger without delay, perhaps by way of the Greenland coast. I shall strain every nerve, and God willing, shall do my work this spring that I may come back this summer. I send auplicate of this to Cape York for a

POINTER FOR M. T. H. S.

Bronze Memorial Tablet Cast at a Similar School in St. Paul.

ST. PAUL, Minn., Nov. 25 .- The memorial tablet to be presented by the Commercial Club of this city to the steamship St. fully cast at the Manual Arts Training School. This is the first time that art or Northwest and Prof. Weitbrecht, principal of the school, who superintended the operation, is much pleased with his success. The tablet is three feet high by two feet wide and weighs 120 pounds. The bronze from which it was cast is historical, being taken from a cannon from the Spanish cruiser Ogden, of this city, and represents the tions of craftsmen whose trades are wide-battle between the St. Paul and the ly different, yet each depends upon the

destroyer Terror in the harbor of San Juan, Porto Rico. The lettering gives a chronological history of the services of the steamship while acting as a converted cruiser under Captain Sigsoce from April 00 to Sept. 2, 1899.

OLD SOLDIER PUNISHED.

Gen. T. F. Brown Sent to Jail for Vio-

lating the Pension Law.

CHICAGO, Nov. 25 .- Gen. Theodore F Brown has been sentenced by Judge Kohlsaat to serve six months in the Dupage county fail for violation of the pension law. The defendant was convicted of making a false affidavit in regard to the pen-

sion claim of Mrs. Florence I. Hall, a widow. General Brown's friends pleaded in his behalf, first before the Pension Bureau at Washington, and later with the United States Court.

Brown is sixty-four years of age, a mem ber of the G. A. R., and has an honorable war record. He is said to have a family in that have grown with the centuries of rule | the East, but has not lived with them for several years. Mrs. Hall was on the pension rolls of the government because of the services of her husband. Robert I disordered condition. Many records of Hall, in the civil war. In the summer of 1899 the pension examiners began proceedings to remove her name from the rolls on the ground that she was supported ment and classification are necessary prior by General Brown. General Brown made to investigation. During the early history two contradictory affidavits regarding the matter, stating when the second was made eral held or asumed the right to make former deposition served with his name.

THE MERCHANT MARINE

ITS RE-CREATION DISCUSSED BY CHICAGO COMMERCIAL CLUB.

numerous questions of ownership can be | Features of the Frye-Payne Subsidy Bill Criticised as Being in the Interest of a Few.

CHICAGO, Nov. 25.-Merchant marine interests were discussed last night by the Commercial Club at its banquet at the Auditorium Hotel. The Frye-Payne subsidy bill, which is expected to be introduced early before the next Congress, was criticised by the speakers as a measure designed to promote the interests of a limited number of companies. President the Legislature that a loan be floated large | W. J. Chalmers presented the subject to the club with a review of marine statistics illustrative of the decline of the American merchant marine since the first half of the century. With these figures as the ground for the discussion he opened it for opinions as to the means to re-create the

> merchant navy. Henry W. Peabody, of Boston, with large interests in transoceanic trade, who has been active in efforts to secure revision of the Frye-Payne bill, analyzed the features of the measure, which he considered to be detrimental to the general interests of the merchant navy. In substitution of the subsidy bill he urged one framed upon the suggestions of President McKinley and Secretary Gage as made twice to Congress. The bill, he said, was supposed to represent the wishes of the administration, but he declared that it was widely divergent from what the President desired. The objection to it, he claimed, aside from the fact that it advanced the interests of the committee on promotion and favored six companies, was that it did not guard the ownership of the vessels and insist that they should remain in American hands

> after they had been registered. "This bill is not in the interests of the country at large," he said. "It does not represent the wishes of the administration, as has been claimed. It represents the interests of the committee on promotion. If it becomes a law, as there is reason to expect that it will, there can be no hope for the American merchant marine for

twenty years to come. Mr. Peabody advised enactment into a law of the President's suggestion that a certain number of foreign built vessels be permitted to come under the American flag and be registered as American vessels upon the provision that an equal number of tons be constructed in American shipyards by the companies making the foreign purchases. "If the members of this club will think well enough of the recommendation to indorse it," he said, "it may en-courage the administration to recommend it again, as it has twice in the past." Former Congressman George E. Adams proposed the re-creation of the merchant marine by a consolidation of its three branches, by which it would be made possible for shipyards on the lake to compete with shipyards on the coast. The linking of coastwise with foreign trade, he said, could be made possible by the building of the Nicaraguan canal and the consolidation of inland and foreign trade by the construction of a twenty-foot canal from the lakes to the gulf.

ENGINEERS AND FIREMEN.

Those Employed by Breweries Hold

Another Meeting.

A second meeting was held at 126 South Delaware street yesterday afternoon pretime we were held in camp by heavy wind- paratory to organizing the brewery engistorms. The doctor and Hensen each left | neers and firemen. The drivers and stablemen have already been organized and when the storms, but not an uncomfortable one | these remaining craftsmen have their charfor me. A number of the dogs died on ter all employes of the breweries will have been organized. The organization move ment is in compliance with an order of the United Brewery Workers, issued some feeding the dogs a few days longer I shall time ago, that all brewery employes must go on and the other Eskimos will remain | be organized. The engineers and firemer will retain their identity in a separate organization, but will be under the jurisdiction of the United Brewery Workers. The agitation among the brewery workers has spread to other stationary engineers and firemen, and now a movement is on foot to organize them. This will mean a large and powerful organization if it is accomplished. It will take in all engineers and firemen employed in the March 12, 1900 .- I write this note on the large manufacturing establishments and chance of Stein and Dr. Kahn reaching other places where it requires skilled men Upusauk by way of Melville bay. The to manage boilers and furnaces. Organizer fall and winter passed comfortably at John Feltman, of Central Labor Union, has Etah, without even a day's irdisposition on | charge of the proposed organization and my part. I have husbanded myself care- hopes within a few weeks to have matters trouble, and now I feel that I am myself | This will mean two organizations of enagain. I am now at the Windward's win- gineers and firemen, one under the jurister quarter with the rear division. Mott diction of the United Brewery Workers

> Organizing Unskilled Workmen. The effort to organize the unskilled and

unclassified employes of the railway com-

panies into a federal union is being pushed by officers and members of those branches already organized and other men identified with the organized labor movement. Another meeting was held in Morrison Hali yesterday afternoon in the interest of this union, and it is expected a local union will soon be chartered. With this class of trainmen unionized and those already organized, a nonunion employe on the railroads will be a thing of the past. The impetus given this particular movement is the same as is behind the organized labor movement in general-that of organizing the employes in the several branches in each industry or business and bringing them under one head. Such complete organized conditions, it is stated, will enable employers and employes to more easily and satisfactorily adjust their differences. There is a tendency over the entire field of labor, at present, to bring about the organization of the employes of each institution, letting each craft represented maintain its individuality. One large plant may have half a dozen organizations in it. Maria Teresa, the torpedo destroyer Ter-ror and the collier Merrimac, which Lieu-tenant Hobson sank in the channel at San-Under the jurisdiction of the Typographical

Omega Oil

You needn't be afraid to rub Omega Oil on a child's throat or chest for sore throat or cold in the chest. It's the best thing you ever saw for children. It does them just as much good as it does big folks, and it won't burn or blister the most tender skin. Omega Oil is nice to use, too. It has a sparkling green color, and its smell is just as pleasant as can be. You must try Omega Oil itself to find out how good it is. You cannot judge it by other liniments. Rub in a little of it wherever there is an ache or pain, and the hurting will stop then and there. You may doubt this BEFORE you try it, A but you won't doubt it AFTER you try it. Buy a bottle now, and see how much suffering it will banish. A single bottle will go around the family several times. Any druggist will supply you, or the Omega Chemical Co., 267 Broadway, New York, will mail a bottle, prepaid, for 50c. in cash, mency order or stamps.

> ON THE CAR Puff, brothers, puff with care, Puff in the presence of the passengaire, Let a blithe, blue smoke turn your woes to joke, Get fragrance nice, at a car-fare price. Puff, brothers, puff with care

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AMUSEMENTS.

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The most popular family resort in the city. Sixth week of capacity. A world of trained animals—a living triumph of the animal kingdom. The policy of the management is well known, striving for the confidence of the public in the future as they have had in the past. No disappointment; something going on all the time to inter-

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Feeding of the carnivora at 4:30 p. m. and 10:30 p. m. Free rides on the elephants, cameis, donkeys, quaggas and ponies,

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other. This gives the Typographical Union complete control over all branches of the trade that relate to printing. In like manner the brewery workers are organiz-

ing, and also the railway employes. Adjusting Board Meets To-Day.

The adjusting board of Locomotive Firemen on the Big Four will meet to-day to consider a wage scale for the coming year. It is not known how many differences are to be adjusted, but the wage scale is generally satisfactory and no trouble or strike is anticipated. At present, passenger firemen receive 1.73 cents a mile, freight firemen 2.6 cents a mile and firemen on miscellaneous and work trains \$1,921/2 a day. On this basis the passenger and freight Gremen make from \$75 to \$90 a month. Business is now so active that the present rate of wages will be held up without any adjustment and the men are contented. The firemen may ask that a difference be made regarding big engines, and, so far and at the same time be under the jurisdic- as known, this is the only matter of any consequence relating to the wage scale. The new and improved engines now being used take much more coal, and, consequently tiago. The pictorial design is by Edith H | Union there are eight distinct organiza- the work is harder, yet there is not a corresponding difference in wages to suit the

AMUSEMENTS.

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Wednesday Matinee. Laughter, amusement, dibalerle. THE GREAT KELLAR The astounder of all nations, magician, hypnotist, humorist, mind reader, displaying his own original discoveries in the realm of the

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Prices-Night, 25c, 50c, 75c, \$1; matinee, 25c, 50c. - Thanksgiving Matinee and Night -Engagement of the eminent consedian MR. FRANK KEENAN
In Sol Smith Russell's great play

"A POOR RELATION" Nov. 30, Dec. I Popular Matinee MARION MANOLA "FRIEND FRITZ"

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Seats now on sale for the above attractions.

GRAND Biggest Production of the Season. TO-NIGHT-Souvenir Photographs of Miss Linthicum

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"FAUST" 10c, 20c, 30c. Everybody goes to the Park. Thanksgiving matinee prices same as night, EXTRA ---- Park Theater

Three Nights, commencing Monday, Dec. 3 The Burke & Chase Vaudeville Company, headed by the peerless queen of Adelaide Herrmann

Widow of the famous Herrmann the Great. EMPIRE THEATER Wabash and Delaware streets. THREE DAYS ONLY

Commencing - . Monday, Nov. 26 MATINEE DAILY. EVERY NIGHT. ...Gay Masqueraders...

Prices of Admission-10c, 15c, 25c, 50c. Nov. 29, 30, Dec. 1—SAM DEVERE. Next Week—THE BAMBLERS. ... TOMLINSON HALL Sunday Evening, December 2
First Appearance in Indianapolis of

EDUARD STRAUSS And his World-Famed VIENNA ORCHESTRA Now making a farewell tour of America, Prices-First Row Balcony

All First Floor..... Seats on sale at Grand Opera House box-office Wednesday morning, Nov. 28. TOMLINSON HALL Tuesday Evening, Nov. 27,

Matinee and Evening. ..48th Highlanders' Band... Of Toronto, Canada. Accompanied by Scotch Pipers and Dancers. Prices-Evening, 25c, 50c, 75c, \$1; matines lower floor, 25c; balcony, 50c; children, 10c to all parts of the house.

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Seats on sale at Carlin & Lennox's.

Special Matinee Thanksgiving Day .- "The Girl with the Auburn Hair" is coming THE INDIANAPOLIS GAS CO.